INSTRUCTIONS

ENGINE PREPARATION FOR STORAGE OR SHIPMENT

GE 7FDL DIESEL ENGINES

GENERAL

Engines that are to be stored for a period of one month or more, or that are to be shipped must be treated with corrosion preventatives in strict accordance with the following instructions.

MATERIAL

1. Interior Coating – Use only corrosion preventative compounds that meet U.S. Government Specification MIL-C-972, Grade 2 on the interior surfaces of the engine. This material readily mixes with engine lubricating oil and dries leaving a soft waxy film.

2. Exterior Coating – Use only corrosion preventative compounds that meet U.S. Government Specification MIL-C-16173B on the exterior surfaces of the engine.

PROCEDURE (See Figs. 1 and 2)

Before applying any corrosion preventative compounds all water and lubricating oil must be drained from the engine. Apply preventative compounds as follows:

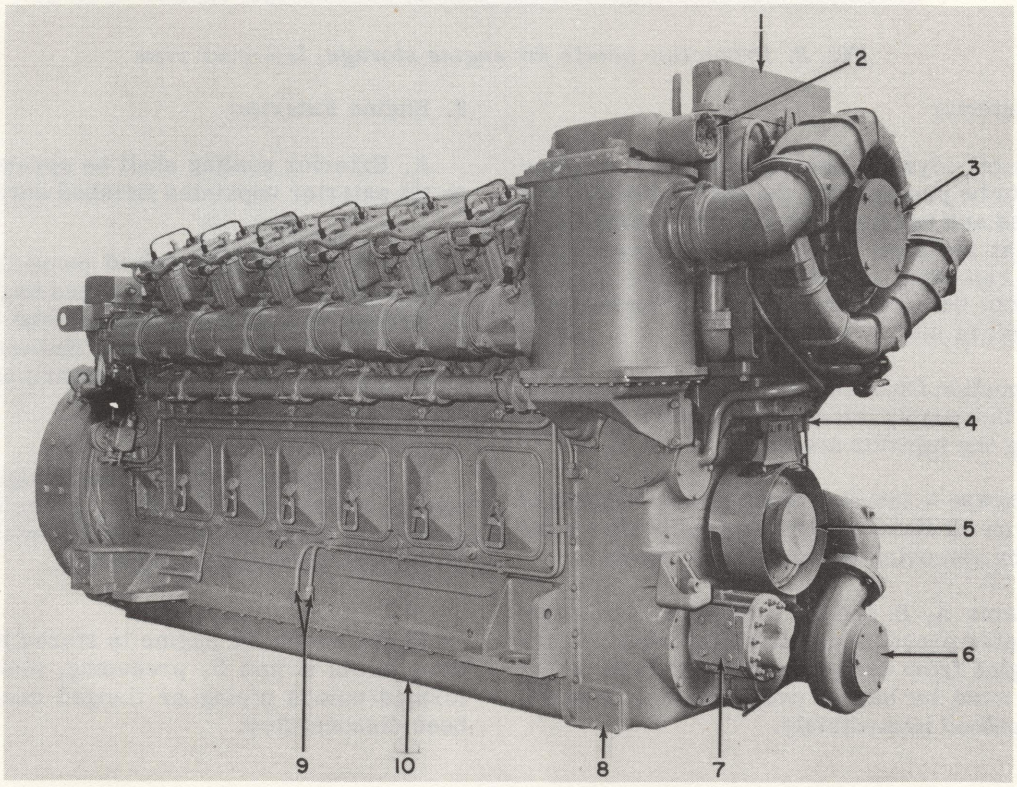

Fig. 1 (E-16136)

1 Exhaust stack*
2 Water outlet*
3 Air inlet**
4 Lube oil header (not visible)**
5 Drive flange*
6 Water inlet**
7 Oil outlet**
8 Free-end cover drain**
9 Fuel lines (both sides)*
10 Oil pan drain (not shown)**

*Coat and cover with wax paper
**Coat and cover with Masonite†

† Trademark of Masonite Corp., Chicago, Ill.

Fig. 1. Protection points for engine storage, right-front view

These instructions do not purport to cover all details or variations in equipment nor to provide for every possible contingency to be met in connection with installation, operation or maintenance. Should further information be desired or should particular problems arise which are not covered sufficiently for the purchaser's purposes, the matter should be referred to the General Electric Company.

Verify numbers for parts, tools, or material by using the Renewal Parts or Tool Catalogs, or contact your General Electric representative for assistance. Do not order from this publication.

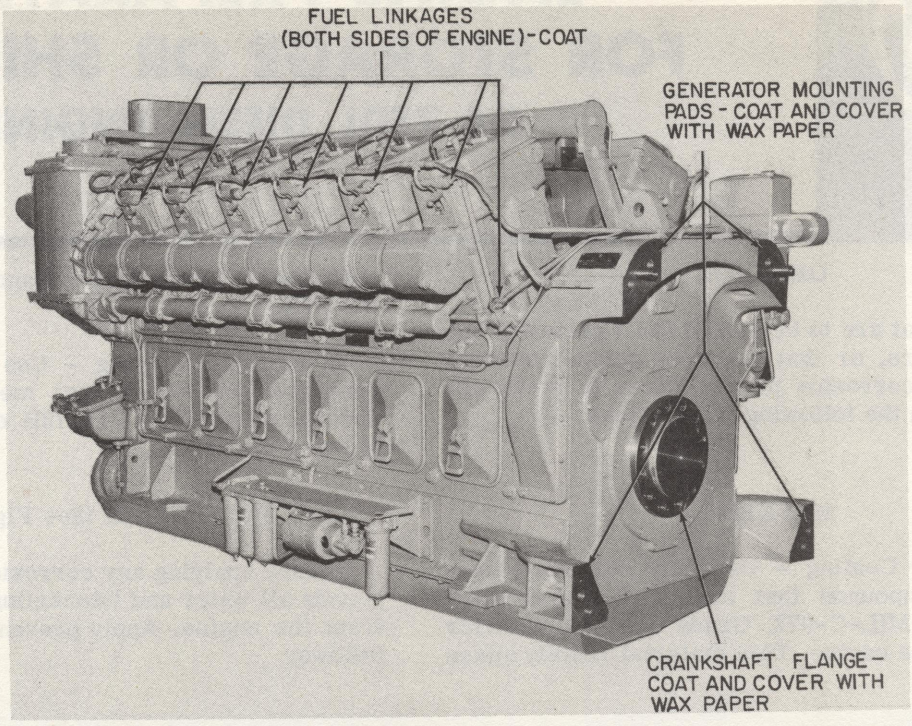

Fig. 2. Protection points for engine storage, left-rear view

Fig. 2 (E-16137)

1. Engine Interior

A. Lube-oil System and Bearings – Interior coating is to be pumped into the engine through the lube oil lines and bearings by connecting to the lube oil header at the free end cover. When coating is viewed (by removing crankcase inspection covers) dripping from bearings and rods, the engine lube oil passages are sufficiently coated.

B. Combustion Chamber – Interior coating is to be sprayed thoroughly into the combustion chambers by removing the injector nozzles.

C. Crankcase – Interior coating is to be sprayed or brushed on all finished surfaces inside the engine crankcase by removing the necessary covers.

After Items A, B and C, preceding, are completed, suitable precautions should be taken to prevent the engine from being barred over. In the event the engine must be barred over, Items A, B and C must be repeated immediately.

2. Engine Exterior

A. Exterior coating shall be sprayed or brushed on all exterior unpainted finished surfaces.

B. All flanges and bolted connections must be coated according to Item A, preceding, then covered by bolting on a disk of proper size to protect the total flange surface from nicks and scratches during storage and handling. The material must be masonite or similar.

C. All pipe connections and couplings must be coated according to Item A, preceding, and then sealed off from moisture and dirt with a wax paper or similar oil resistant material.

In the event the engine is stored in the locomotive, Items B and C, preceding, need not be performed unless piping or flanged connections have been disconnected.

TRANSPORTATION SYSTEMS BUSINESS DIVISION

ERIE, PENNSYLVANIA 16531

GENERAL ELECTRIC

DE-15
9-72 (500) PRS
2-75 (500) WHT
4-77 (750) WHT
6-80 (750) WHT

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